

MULTI-MODAL TRANSPORTATION MEETING

4:30 PM, Tuesday, October 19, 2010

**Blue Earth River Room
Intergovernmental Center**

Committee Members Present:

Najwa Massad, Chair, Planning Commission
Richard Keir, Appointments Committee, Bicycle and Pedestrian Interest
Richard Bautch, Traffic Engineer
Richard Wheeler, Mass Transit
Landon Bode, Secretary, Assoc. Engineer/Traffic

Committee Members Absent:

Airport representative
Tamra Rovney, City Council
Jeff Johnson, City Engineer

Guests:

Mark Knoff, Public Works
2 members of the public

1. Seasonal No Parking Changes – *Recommend Approval*

Mark Knoff presented a history of this item. It began with a proposal to amend the snow emergency ordinance to give start and stop times to snow emergency declarations. He met with the Washington Park Neighborhood Association and the Lincoln Park Neighborhood Association to discuss the parking issues of their residents. A resolution was prepared based on their responses, and was subsequently voted down by the City Council.

Public Works was anxious to minimize towing, but the residents were concerned about having enough parking during snow emergencies and didn't understand the ordinance change would actually increase their winter parking options. Most residents should not have to walk more than a block or two to find parking. Many of the affected areas also have substantial parking in alleys and back yards.

Some of the streets proposed for changes are too narrow to permit a snow plow to safely get through if there is parking on both sides. The parking changes proposed for these streets will result in greater public safety.

Mr. Knoff described the various streets and how they would be affected. Signs would be posted for Seasonal No Parking from November 1 through April 1, with the exception of West Lewis, which is too narrow to allow emergency vehicle passage when vehicles are parked. It will be signed no parking on both sides.

One street that was previously proposed as No Parking was Bradley Street from Fuller to Locke. This street will not need to be posted for no parking on both sides. Upon a field review, it was determined that No Parking can be installed per city code due to hydrant locations, mail box, and crosswalk clearance areas to create the necessary clearance for plow trucks to navigate thru the street, without going before the City Council.

Two others – Record and Marshall, and Byron from Lincoln to Shabut, are currently posted one side no parking. Residents requested these remain as is.

Mr. Knoff explained the various methods to be used to notify citizens about snow emergencies: radio, text messages, email, TV, city website, and student newspapers. He is making a major effort to get the word out to the public to sign up for text and/or email message announcements.

Mr. Knoff stated the faster and more efficient we (Public Works) become, the more it reduces the operating budget. In the future, it may be necessary to go to permit parking in these neighborhoods. He will be evaluating parking in the Lincoln Park, Washington, and Tourtellotte neighborhoods of the city. The newer rental properties are required to provide off-street parking.

People affected by the new parking ordinance changes have been notified by mail about the Council meeting. Mr. Knoff has received only two phone calls following the mailing. He will be sending another follow-up letter to further clarify the changes.

Two members of the public came to the meeting to find out more about how this will affect them on Grove Street. They were satisfied with the explanation and had no further concerns.

Richard Wheeler commended Mark Knoff and his staff for all they've done to make this work and be a positive change for both the city staff and residents.

Richard Wheeler moved the Seasonal No Parking ordinance changes and the West Lewis no parking change be forwarded to the City Council for approval. Dick Bautch seconded. All were in favor.

2. 2011 - 2015 CIP Projects – Reviewed

Michael McCarty and Landon Bode presented the projects proposed for the 2011-2015 CIP. Copies of the 2015 CIP projects had been emailed to the committee members previously. Dick Bautch said he drove all the 2015 projects and had no further questions or problems with them being included in the CIP.

The main change from last year's CIP was the addition of Carney to the 2012 CIP, much of which will be constructed using turnback funds. It will include one block of 7th Street and tie-ins for several blocks. It will open up Hazel and Tile for reconstruction. Only the portion within the city limits is included in this project. The County will be responsible for the portion from the city limits to the south.

Landon Bode explained the critical link sidewalk project may eventually "go away" as the identified links in the Ordinance are completed. New sections of the city and new school areas will have sidewalk requirements as part of the building permitting process. If schools identify critical crossing needs in the future, they will be handled under "Critical Pedestrian Crossings" instead of the "Critical Sidewalk Links." Multi-use trails will be required in industrial parks.

Richard Wheeler asked how the walking school bus program is working out. Landon will be meeting with Rick Lund to discuss any issues that have come up. He stated that the program started with 25 children signed up, and there are currently 40 signed up. So far it is a success. There are 5 different routes, and with morning and afternoon adult supervision needed, the school is looking for more volunteers.

Mark Knoff presented the airport and mass transit projects proposed for the 2011 CIP:

- a. Commercial/FBO Hangar – a perpetual project to keep Mn/DOT funding. His goal is for more commercial development along the Highway 12 extension by the airport; possibly a new Mayo building. He stated a draft contract is in the works between MSU/North Star/Mr. Lehman for the Chinese training program.
- b. Replace old mobility bus. The new buses have reduced O&M substantially. They pay for themselves in a very short time.
- c. Replace old bus.
- d. Repair existing t-hangar. Most state and federal grant money requires matching city funds. Since most small cities are unable to come up with the matching funds, Mankato has been successful in obtaining this grant money.
- e. Airport Master Plan. This should be updated every 10 years, but has not been done since 1993. The FAA will only fund items that are shown on the airport layout plan.
- f. Airport security fence repair. Each year a portion of the fence is repaired.
- g. Airport truck and plow replacement. Eligible vehicles and equipment are purchased directly by the airport as any snow removal equipment is eligible for 95% funding. Crash/fire/rescue vehicle is on site and Ken Baker is trained for its use.

Mr. Knoff explained the mass transit building at the old Mn/DOT site on Victory is not on the CIP as it was removed from the state funding list by the governor. If we receive the Tiger 2 grant, work will begin next spring. Renovations will begin in November to the existing building. The state patrol dispatch has a 4-year lease as a tenant in the building. After that time it is expected they will either move out of Mankato or move to the new Mn/DOT facility.

3. Patterson Avenue Street Name Change -- Recommend approval

Landon Bode and Michael McCarty showed an overhead map of the realignment of Patterson Avenue to connect Sibley Parkway with Riverfront Drive. A new traffic signal on Riverfront Drive will show the road as Sibley Parkway. The City is proposing to change the name of a portion of Patterson Street to Sibley Parkway and the remainder as Patterson Court. Both the old and new addresses would be good for a period of 2 years for postal delivery.

Engineering/GIS have been in contact with most of the business owners, who have expressed no objections. Letters will be sent out with all the details and a public hearing will be scheduled to discuss any issues.

One phase remains -- the portion under the trestle. That phase is not planned for construction in the near future.

Richard Wheeler commented that this plan to rename Patterson Avenue is consistent with the proposed changes from the beginning of the project phases.

Richard Wheeler moved we recommend approval of the street name changes. Dick Bautch seconded. All were in favor.

Richard Wheeler moved the meeting be adjourned. Dick Bautch seconded. All were in favor.

End of Meeting Minutes

Next month's agenda items:
TBD

Minutes taken by Sharon Koch
Meeting ended at 5:45 p.m.

October 7, 2010

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Dear Resident,

City staff met with the Neighborhood Association and other Residents in the Lincoln Park Neighborhood on several different occasions. This letter outlines the changes staff will recommend to the City Council as a result of these meetings. The recommendations are based upon safety issues, feedback from the residents, and operational considerations. The recommendations will be reviewed by the Multi-Modal Committee on October 19th at 4:30 p.m. in the Blue Earth River Room, 1st floor of the Intergovernmental Center, 10 Civic Center Plaza, Mankato. The City Council meeting to consider these recommendations is on October 25th and begins at 6:00 p.m. in the Minnesota River Room, 1st floor of the Intergovernmental Center, 10 Civic Center Plaza, Mankato.

Proposed conversion to "Seasonal No Parking":

1. Convert Ramsey Street (Parson to Highland) from a single-side "No Parking" street to a "Seasonal No Parking" street from November 1 to March 31 each year. Ramsey will be converted back to single-side "No Parking" from April 1st to October 31st each year. This conversion will allow additional on-street parking during a snow emergency.
2. Convert Marshall Street (State to W Lewis) to "Seasonal No Parking". This conversion will allow additional on-street parking during a snow emergency, however only one sided parking is available from November 1 to March 31.
3. Convert Record Street (State to Shaubut) to "Seasonal No Parking". This conversion will allow additional on-street parking during a snow emergency, however only one sided parking is available from November 1 to March 31.
4. Convert Grove Street (2nd Street to Broad) to "Seasonal No Parking". This conversion will allow additional on-street parking during a snow emergency, however only one sided parking is available from November 1 to March 31.

Please note that vehicles can park only on the unsigned side of a "Seasonal No Parking" street from November 1st to March 31st, except during a snow emergency. From April 1st until October 31st vehicles may park on both sides of the street.

Proposed conversion to "No Parking":

1. Convert W. Lewis Street from Marshall Street to the alley (both sides). No parking will be available year-round. Recommended for safety purposes.
2. The north side of Bradley Street at the intersection of Bradley and Fuller Street. Recommended for safety purposes.
3. The north side of Bradley Street at the intersection of Bradley and Locke. The west and east side of Locke Street at that same intersection to just around the corner of Locke Street. Recommended for safety purposes.

•Responsive

Leading the Way as a Prosperous Diverse Regional Community
•Efficient

•Greater Good

•Innovative

•Open

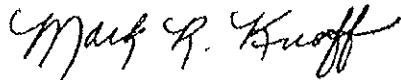
•Neighborly

For clarification, we are providing an explanation of how the snow emergency works. A snow emergency start and expiration time will be set when a snow emergency is called. The City will give at least six hours of notice before the snow emergency will go into effect to give everyone a chance to remove their vehicles from the street or move them to the signed side of a "Seasonal No Parking" street. During a snow emergency, vehicles utilizing "Seasonal No Parking" must be moved to the signed side of the street until the snow emergency expires. Vehicles must be moved back to the unsigned side of the street no later than two hours after the snow emergency expiration.

Finally, you can sign up to be electronically notified of snow emergencies either by text message or email. You can sign up for text messages at www.mankato-mn.gov/SnowAlerts/Default.aspx. You can sign up for email service at www.mankato-mn.gov/NewsEmail.aspx. Snow emergency updates are also available on Twitter (<http://twitter.com/MktoSnowAlerts>), or you can call (507) 387-9001.

Feel free to contact me with any questions or concerns at (507) 387-8624. Thank you.

Sincerely,



Mark Knoff, PhD, PE
Director of Public Works

Seasonal Parking Change Area



Legend

Seasonal Parking Status

Current Seasonal

Proposed No Parking

Proposed Seasonal

Roads

City Streets

Alley



October 19, 2010

RE: Street Address Change

Dear Property Owner:

As we come to a close on another phase of construction on the Sibley Parkway Project which starts in Sibley Park and ends at Riverfront Drive, we have come to a point where we need to review and re-address some property addresses. Due to the elimination of Carroll Street and realignment of Patterson Avenue to Riverfront Drive, it was necessary to change addresses along Patterson Avenue from Carroll Street to Dewey Street. The Mankato Site Plan/Traffic Advisory Committee, as well as the Multi-Modal Committee, have reviewed and will be recommending a street name change to the City Council on November 22nd, 2010. Please find below all affected addresses and what the proposed address will be if approved.

The Blue Earth County Enhanced 911 system also agrees with this proposal. This will create a better networking system for emergency crews to faster locate these properties.

If the recommendation is approved, and you are affected by any of these changes, you will have two years to become compliant with the new addressing. The US Postal Service will be able to deliver to both addresses for the extent of the 2 years, effective on the date of approval.

Please forward this letter to your tenants and let them know of the proposed change and hearing.

Addresses Changes:

<u>Existing Address</u>	<u>Proposed Address</u>
130D Street & 500 Patterson Avenue	100 Sibley Parkway
434 Patterson Avenue	50 Sibley Parkway
430 Patterson Avenue	40 Sibley Parkway
418 Patterson Avenue	20 Sibley Parkway
402 Patterson Avenue	120 Patterson Court
401 Patterson Avenue	10 Sibley Parkway

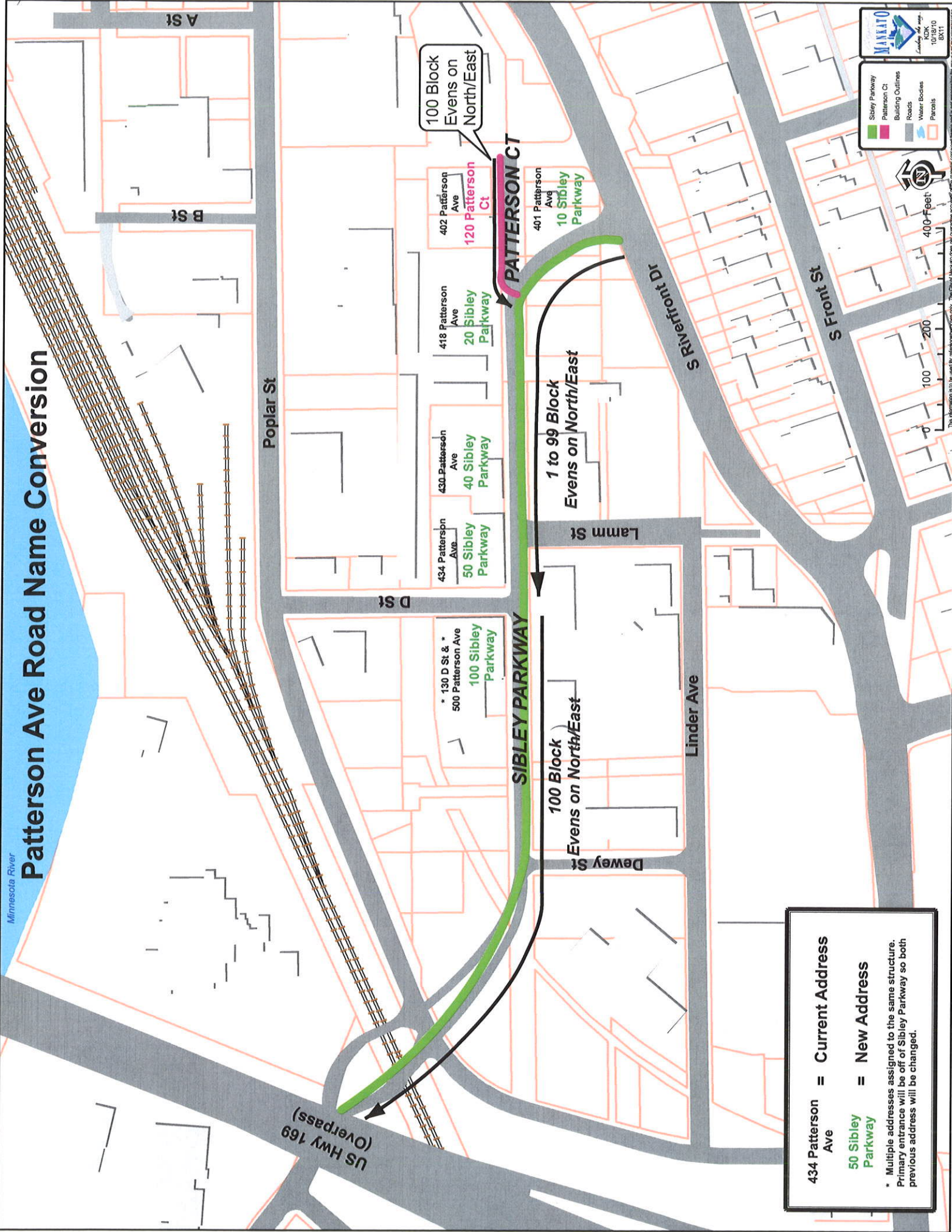
If you have any questions, please contact me at 387-8637.

Sincerely,

Landon Bode
Associate Civil Engineer
(507) 387-8637

cc: BE County Environmental Services
DPS Mankato
Blue Earth County 911 Dispatch
Kurt Klinder, GIS Coordinator

Patterson Ave Road Name Conversion



434 Patterson Ave = Current Address
 50 Sibley Parkway = New Address

* Multiple addresses assigned to the same structure. Primary entrance will be off of Sibley Parkway so both previous address will be changed.

100 Block Evens on North/East

402 Patterson Ave
 120 Patterson Ct

418 Patterson Ave
 20 Sibley Parkway

430 Patterson Ave
 40 Sibley Parkway

434 Patterson Ave
 50 Sibley Parkway

* 130 D St & *
 500 Patterson Ave
 100 Sibley Parkway

401 Patterson Ave
 10 Sibley Parkway

1 to 99 Block Evens on North/East

100 Block Evens on North/East

MANITO
 10/18/10
 8X11

Sibley Parkway
 Patterson Ct
 Building Outlines
 Roads
 Water Bodies
 Parcels



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2011-2015

CATEGORY	DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Airport	Public Works	Commercial/FBO Hangar – Project 10061	2011-2012

SOURCES OF FUNDING

Airport Capital Fund	\$	700,000
Grant Funding	\$	700,000
Total Cost	\$	1,400,000

PROJECT SCHEDULE

	Preliminary Estimate	Construction
Original	2010	2011
Current		
Actual		

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description:

HANGAR	\$ 1,000,000
SITE PREP	\$ 400,000

Project History/Justification: The City is pursuing commercial aviation business and air cargo service. The hangar can be used as an incentive to draw commercial business and air cargo service to the Airport. The project is contingent upon receiving private or state funding for the project and having an agreement with a commercial entity for a lease.

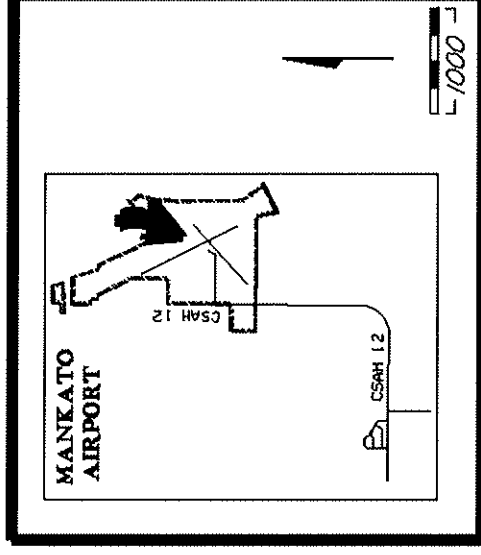
Site Requirement:

Impact: Increased revenue and tax base for the City.

Planning Commission Comment:

Environmental Committee Comment:

LOCATION AND RELEVANT GRAPHIC DETAILS



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2011-2015

CATEGORY	DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Public Buildings and Equipment	Public Works	Replace Class 600 Bus w/Class 700 Bus – Project 10116	2011

SOURCES OF FUNDING

Mass Transit Fund	\$ 75,400
Grant Funding	\$301,600
Total Cost	\$377,000

PROJECT SCHEDULE

Preliminary Estimate	Construction
Original	
Current	
Actual	

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: This is a scheduled replacement of a medium duty class 600 Orion II paratransit bus (Mobility Bus) with a like vehicle or possibly a class 700 heavy duty bus. Bus 816 is 26 ft. long and is considered a medium duty bus. This vehicle is scheduled for replacement due to mileage, years of service and anticipated maintenance costs.

Project History/Justification: Bus 816 will have been in service for 24 years, the last 8 of which have been mainly in a back-up role. In addition to the difficulty in getting parts for this bus (Orion is no longer in business), it will be looking at steep increases in both preventative maintenance and repair costs. This vehicle will have an estimated mileage reading of 255,863 miles at replacement.

Site Requirement: None

Impact: Maintain a reliable paratransit fleet for our disabled citizens and reduce maintenance / repair costs.

Planning Commission Comment:

Environmental Committee Comment:

LOCATION AND RELEVANT GRAPHIC DETAILS

CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2011-2015

CATEGORY	DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Public Buildings and Equipment	Public Works	Replace Class 400 Bus w/Class 400 Bus – Project 10161	2011

SOURCES OF FUNDING

Mass Transit Fund	\$ 13,600
Grant Funding	\$ 54,400
Total Cost	\$ 68,000

LOCATION AND RELEVANT GRAPHIC DETAILS

PROJECT SCHEDULE	Preliminary Estimate	Construction
Original		
Current		
Actual		

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: This vehicle was originally scheduled for replacement in 2012. However, due to the lack of funding anticipated by MNDOT in 2012, combined with the excess availability of vehicle funding in 2011, 817 was moved up one year in the replacement cycle. Bus 817 is a class 400 Ford bus and will be replaced with a class 500 Arboc or Ford low floor bus. This vehicle will double as a back up vehicle for our paratransit fleet. Bus 817 is 25 ft. long and is considered a light duty bus. This vehicle is scheduled for replacement due years of service and anticipated maintenance and repair costs. The anticipated mileage reading at replacement will be 68,000

Project History/Justification: Bus 817 will have been in service for 13 years and will be looking at significant increases in both preventative maintenance and repair costs.

Site Requirement: None

Impact: Maintain a reliable fleet for our ambulatory as well as our disabled citizens and reduce maintenance / repair costs.

Planning Commission Comment: None

Environmental Committee Comment: None

CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2011-2015

CATEGORY	DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Airport	Public Works	Repair Existing T-Hangar – Project 10304	2011

SOURCES OF FUNDING

Airport Capital Fund	\$ 50,000
Grant Funding (State – 50%)	\$ 50,000
Total Cost	\$ 100,000

PROJECT SCHEDULE	Preliminary Estimate	Construction
Original	2010	2011
Current		
Actual		

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Seal roof, paint siding, reestablish the grade around the hangar, and repair the hangar floor as necessary.

Project History/Justification: One T-hangar has been renovated. This is the second scheduled to be renovated. Typically state dollars are not available for T-hangar rehabilitation, but some funding has been made available. This project is contingent upon receiving state funding.

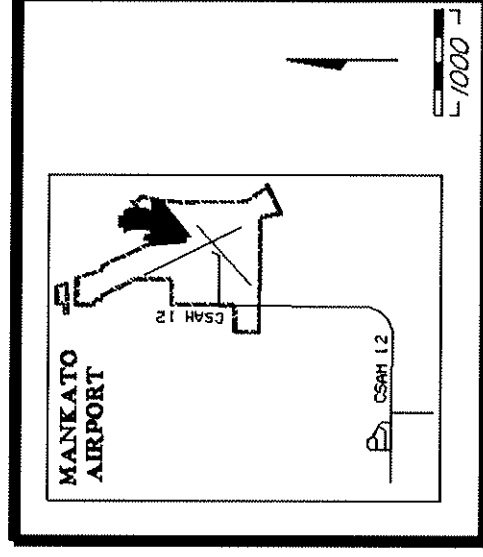
Site Requirement: None

Impact: Increase Protect the City's capital investment at the airport.

Planning Commission Comment:

Environmental Committee Comment:

LOCATION AND RELEVANT GRAPHIC DETAILS



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2011-2015

CATEGORY	DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Airport	Public Works	Airport Master Plan – Project 10305	2011

SOURCES OF FUNDING

Airport Capital Fund	\$ 50,000
Grant Funding (State – 50%)	\$ 50,000
Total Cost	\$ 100,000

PROJECT SCHEDULE	Preliminary Estimate 2010	Construction 2011
Original		
Current		
Actual		

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Commission a consultant to update the airport master plan. The last update was in 1993. The master plan is used to develop the airport layout plan. The airport layout plan is used to justify state and federal funding for airport improvement projects.

Project History/Justification: The plan should be updated every ten years. It has been more than ten years since the plan has been updated. Project is predicated on receiving state or federal funding.

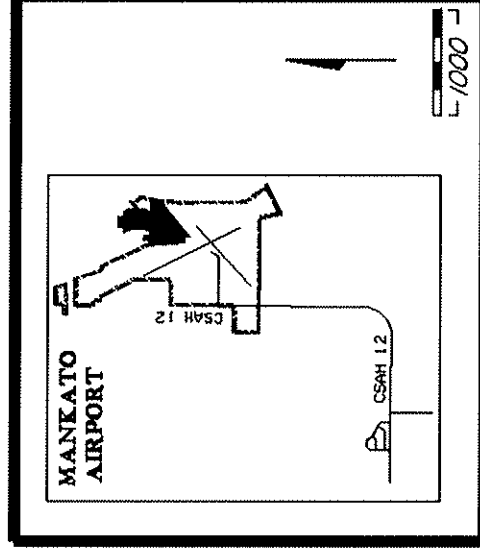
Site Requirement: None

Impact: Needed to justify state and federal grant funding.

Planning Commission Comment:

Environmental Committee Comment:

LOCATION AND RELEVANT GRAPHIC DETAILS



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2011-2015

CATEGORY	DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Airport	Public Works	Airport Security Fence Repair – Project 10306	2011

SOURCES OF FUNDING

Airport Capital Fund	\$ 5,000
Grant Funding (Federal – 95%)	\$ 95,000
Total Cost	\$ 100,000

PROJECT SCHEDULE

Original	Preliminary Estimate	Construction
Current	2010	2011
Actual		

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Repair areas of the airport security fence that is substandard. Repairs include fixing gates, replacing fence that does not meet security fence height requirements, replace fence posts as necessary, tightening fence, and filling gaps that create a security risk.

Project History/Justification: The City upgraded the airport security system in 2010 which included cameras and new gate and terminal access. The security fence near the terminal area is in poor condition and need of repair.

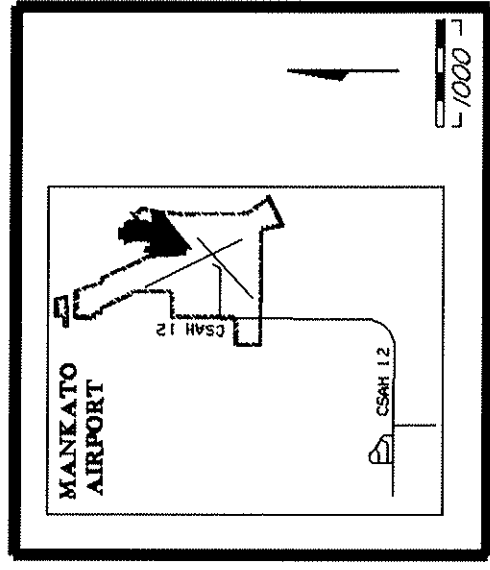
Site Requirement: None

Impact: Airport security.

Planning Commission Comment:

Environmental Committee Comment:

LOCATION AND RELEVANT GRAPHIC DETAILS



CAPITAL IMPROVEMENT PROJECT DESCRIPTION 2011-2015

CATEGORY	DEPARTMENT	PROJECT TITLE	CONSTRUCTION YEAR
Airport	Public Works	Airport Truck and Plow – Project 10307	2011

SOURCES OF FUNDING

Airport Capital Fund	\$ 2,000
Grants (Federal – 95%)	\$ 38,000
Total Cost	\$ 40,000

PROJECT SCHEDULE

Preliminary Estimate	Construction
2010	2011
Original	
Current	
Actual	

PROJECT DESCRIPTION, JUSTIFICATION, SITE REQUIREMENT AND IMPACT

Project Description: Replace the airport manager's truck and purchase a plow for incidental plowing around the airfield.

Project History/Justification: The truck is over ten years old and the normal lifecycle for the truck is eight years. Eligible vehicles and equipment are purchased directly by the airport as any snow removal equipment is eligible for 95% funding.

Site Requirement: None

Impact:

Planning Commission Comment:

Environmental Committee Comment:

LOCATION AND RELEVANT GRAPHIC DETAILS

